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1937
Buick
1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XXII • NUMBER 6 • JULY/AUGUST • 2004

David Bylsma's "Dream Machine" - Pg. 5



TORQUE TUBE

EDITOR
MARK JORDAN #1297



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9TH ^{Buick} CYLINDER

As I sat down to write this "9th Cylinder," I realized that I have finished an entire year as *Torque Tube's* editor. It's been great. I've thoroughly enjoyed meeting and talking to many of you. I've made a few changes this past year, and I hope you've enjoyed them. As we move into the next publishing year, I plan to make even more fun and exciting changes to keep the publication new and fresh.



While we are on the subject of changes, there are a few I'd like to tell you about. Due to time restrictions *Torque Tube* is losing one of its biggest assets—Dug Waggoner (#10), our art director. Dug has been designing and illustrating for the publication since 1980 when Dave Lewis (#237) founded the club. Dug has been a pleasure to work with. Without Dug the new color design would not have been possible. Every time I needed an idea for a page, Dug always came up with a great one that made our pages exciting and interesting to look at. The *Torque Tube* staff and, I'm sure, all of our members will miss you, Dug. Thank you for all your dedication. We do have a new art director, so we're in good shape for next year and we'll introduce him in the next issue.

Speaking of the next issue, it's that time again where we ask you all to renew your subscriptions. Your expiration date is on the mailing label. The year 2004 means your subscription is up, so please send \$40.00 to the 1937/1938 Buick Club, P.O. Box 21000, Oakland, CA 94620. I recently moved, so we now have a new phone number: (415) 203-4180. Please make a note of it. We'd love to have you stay with us.



I recently had the pleasure of meeting one of our members from Australia, Jim Casey (#1387), and his wife Yvonne, when they came to the San Francisco Bay Area to buy Harry Logan's (#651) 1938-66S Buick. After buying the car, Jim drove it down to Long Beach, California (451 miles), where he had it shipped back to his hometown of Ulladulla, Australia, where it will join Jim's other 1938-61 model.



Golden Quill Award

This award is presented annually to automotive club sponsored publications and is tendered in recognition of outstanding efforts in the communications field of the old car hobby.

The editors of *Old Cars Weekly* honor

Torque Tube

as a 2003 recipient in the

National Club • Intermediate

Category.

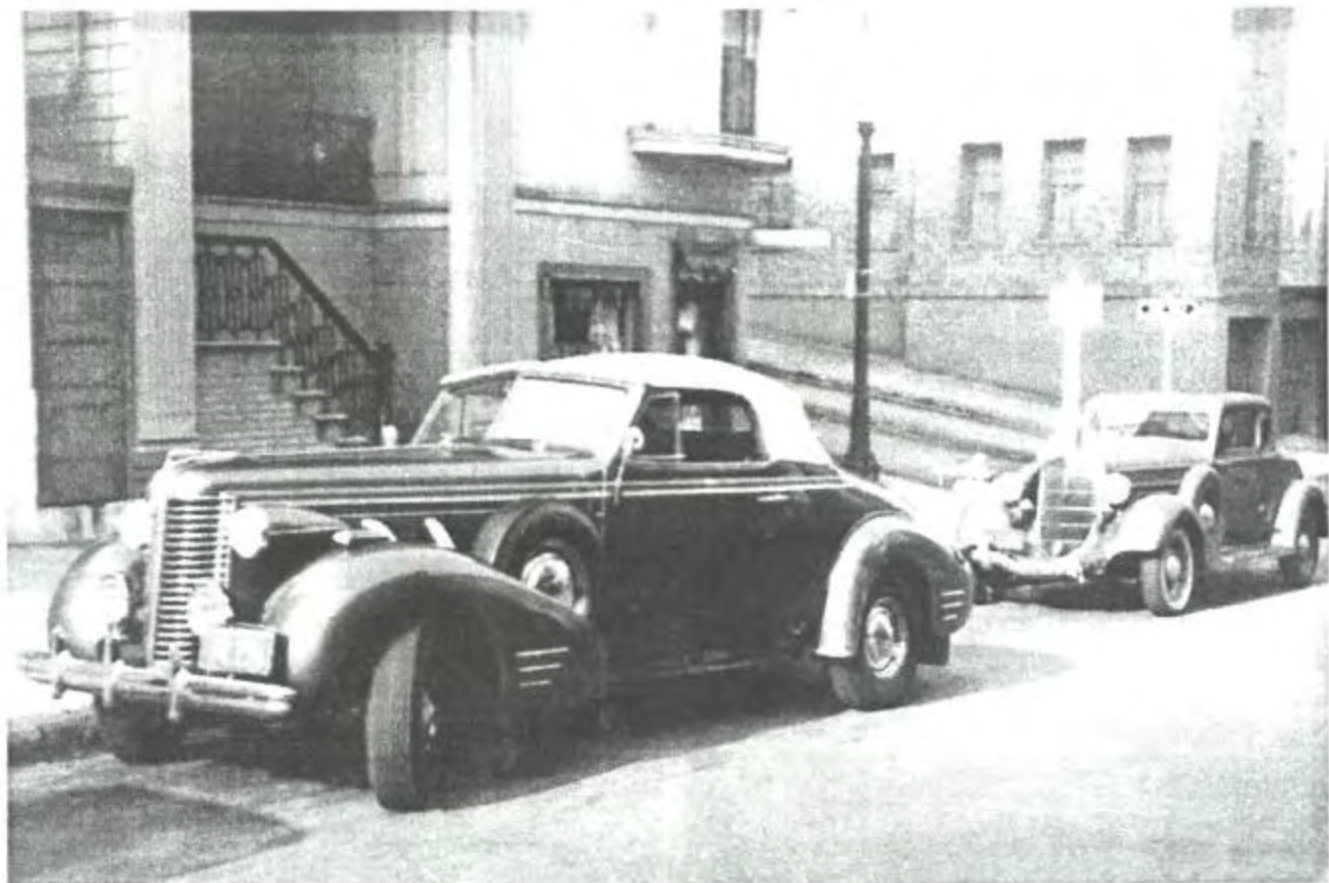


Publisher



Editor

The *Torque Tube* won another Golden Quill Award from *Old Cars Weekly News & Marketplace* for the 2003 publishing year. All the credit for this one goes to Harry Logan for his last publishing year. Congratulations, Harry!



If you look at the above photograph you may think that it's a hot-rodded 1938 convertible, but it's not. Johnny Stokes (#1364) provided this 1938 photograph of his grandfather's car. Yes, the car rolled out of the factory looking just like this. Apparently, it was a custom special order (one of only three of its kind made). When the customer in question didn't like it, he sold it Johnny's grandfather. Notice the differences from other '38s: decorative moldings on the fenders, pipes coming out of the side of the engine, and no running boards. Johnny's grandfather sold the car in the late 1940s. We're dying to know if anyone has any information about this car. Please get in touch if you do!



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In the last "9th Cylinder" I mentioned that Gene McCoy (#573) had found some owner identification card reproductions—well, this caught the eye of Del Carpenter (#620), who wrote to tell me about his decal and identification card business. Del makes excellent reproductions of engine decals and identification cards, which he has been doing since the 1970s. Here's an example of one of his cards. Please see Del Carpenter's listing of other decals on page 24.



Peter Breiten (#989), from Namibia, Africa, wrote recently to share this picture of his 1938 Buick on one of his recent outings. Also shown is his '36 LaFayette convertible as well as his sister-in-law's '39 Chevy pickup.

Since running the article on the 1938 Y-Job, in the last issue, Sal Hoffman (#666), sent us the picture below of his miniature model of that same car. Sal says it is his favorite concept car of all time. I think this is quite a good-looking model.



Wayne Yonce (#1034) sent in this picture (at right) of his car parked next to a red 1938 "Staggerwing" for when he attended a fly in-drive event at his local airport in Fallbrook, California.

When Wayne learned the plane was the same year as his Special, he pulled his car around and took the picture. Approximately 780 of these Model 17-5 Passenger Utility Transport planes were manufactured between 1932 and 1949, each of them custom hand-built. During WWII, 106 of them went to the British RAF, 105 to the USAAF (designated as UC - 43), and 320 to the US Navy as GB1's and GB2's. Wayne worked on these planes as an aviation electrician in 1944.



Unfortunately, I wasn't able to make it to Plano, Texas, for this year's National Buick Meet. I had every intention of going, but my broken leg kept me off the road. If any of you attended, the *Torque Tube* would love to hear about it. Send pictures!

Well, this wraps up the last "9th Cylinder" for this publishing year. I can't wait to get on with the next one. I hope you'll all re-subscribe;

we want to keep the club strong and active. Also, if you can, please send me your pictures and stories from your summer driving adventures. I'd like to start putting the 2005 calendar together.

Happy Motoring,

Mark

(Art Director's Note: I want to thank Mark Jordan for saving the '37-'38 Buick Club and the *Torque Tube* publication from extinction and sustaining the Club's enthusiasm that the '37-'38 Buicks were the best American cars built during that period of auto history. Like our cars, it was a nice ride — Dug Waggoner.)

David's Dream Machine

By Giancarlo Davis (#1748) Photos by David Blysmas (#117)

Nobody in the Bylsma clan bellyached, bawled, or protested much when, back in 1973, they scrapped their cherished 1938 46-C Buick for a rare 1938 Buick coupe. The 46-C's transmission eventually clunked and consequently brought their beloved jalopy to a dead halt. Besides the convertible coupe was, after all, something of a holy grail to David Bylsma's dad, who had been hunting for the purportedly difficult-to-find car for years.

They came across their pearly prize while vacationing in Florida. Bylsma's dad bought it on the spot. Superficially, the vehicle was in relatively good shape. "The guy we bought it from said he restored it three times," Bylsma notes. But on closer inspection, the car turned out to have a flaw or two. Or three.

"The floor mat was shot," David Bylsma recalls. "Someone had poured concrete on the floorboard to give you something to put your feet on. Ten-inch diameter holes were punched into the bottom of doors, the brakes were locked up, and the trunk lid was rotted so badly the outer skin could be pulled away from the inner frame."

But David's dad chose to buy the car anyway. Though it eventually seemed the Bylsmas were slowly dissecting the car, or, worse, performing an autopsy, their desire to own this unique vehicle held too strong a sway over David and his father for them to dispense with it. They concluded that the car deserved nothing less than a complete frame-off restoration. Every nut and bolt, and thread and fiber, of the car would be replaced, restored, or rebuilt.

Since he was a lad, 1938 Buicks have been part of Maryland resident David Bylsma's life. Bylsma fondly recalls riding in the rumble seat of the 1938 46-C, which his dad purchased in 1959. Buick flowed through Bylsma's blood, and when his dad asked him to grab a wrench and help him restore his newly-acquired '38 convertible coupe, David made no objections.

After they bought it, the car was taken home and given a bath. Father and son then proceeded to restore it, first removing the outer shell, then sandblasting the frame and removing the dreaded concrete that almost entombed its floor. Through the



David and Roger Bylsma

years, they diligently reconstructed the entire car: the engine was rebuilt, the front end restored, and the steering reconstructed.

During this time, while the car awaited the arrival of its body, bumpers, and fenders, David opted to drive what remained of the car—frame, wheels, motor, steering, and steering wheel—once or twice around the block of his Maryland home. The car resembled nothing more than a mechanical chariot. "I got a lot of looks," he recalls, as the neighbors gawked at what was certainly an arresting sight.

With this adventure David also gave the term "bucket seat" a new definition by affixing an actual bucket to the car's frame so he had something to sit on as he steered the motorized skeleton around his neighborhood. "I didn't fall off, because I wasn't driving very fast. I just drove it around the block. I'd taken a board and bolted it to the frame. Then I took the bucket and bolted that to the board so it wouldn't slip out from under me."

During this period, David's dad drove from Maryland to Utah to procure other parts needed to complete his dream machine. There, he also bought a new floorboard. After he returned home, the body was welded back onto the frame.

The Bylsmas' search for the right parts took them to almost every 1938 Buick N.O.S. store and distributor they could find. "Most of the parts we found in flea markets," David relates. "During these



The original "Bucket Seat?"

years, we were able to part out our other cars and supplement our income to buy other pieces for the Buick by selling those parts. Eventually, we had everything we needed, and the Buick was complete."

By 1986, the convertible had been completely restored to something akin to its original splendor. David himself then drove the car to the first 1937-1938 Buick National Meet in Flint, Michigan. "My father drove a 1948 Roadmaster that he had restored, and I drove the convertible. We made it up and back without having to tow anything, so it was a great trip. It took about fourteen or fifteen hours of driving, averaging about sixty or seventy miles per hour the whole way."

This journey wasn't the car's original road test, but the Buick did prove itself to be an incredibly reliable vehicle. It also proved that David and his dad, through years of patient, painstaking labor, were adept at reanimating something, otherwise fated to end up

in a junkyard, back into a jewel of automotive history, resembling something that a Hollywood matinee idol might have trolled in through the streets of Beverly Hills.

David's adoration of old cars, and specifically, the old '38s, has ignited a passion for helping friends to restore their old cars. He claims to have fixed six 1938 Buicks just to get them in good enough shape to sell. David says, "I've fixed up a 1938 40-C, a car that I basically dragged out of a junkyard. I completely restored that one. I've also restored a 1939 66-C and a 1938 60-C. The floorboard was completely shot on that one, too. It's



The everyday car in 1962, David's Dad paid \$50 for it. They had just driven it from Florida to Maryland.



David's car in front of an old general store.

funny. I laugh at some of the pictures taken when these cars are being restored, and then I think to myself, "Why would any idiot want to do that?"

But David proudly declares that restoration is the focus of his leisure life. "When I was done with the 66-C, my wife told me that I was spending way too much time working on cars. I have a full time job, and wasn't spending enough time with the family. Six months later, though, I began to build a house. I took ten weeks off last year to concentrate on that. But right now, I'm helping my friend detail his 1938 by fixing odds and ends, like an exhaust leak and a broken gas pedal. I've worked on these cars so much over the years, it's all just regular stuff to me.

To David restoration is like playtime. "Right now, I'm closing in our patio and making a sunroom out of it. At the same time, I'm working on my friend's '38 Limousine to get it ready to sell for him, while this afternoon I'm going to pull the transmission out of my sister-in-law's car for her. My wife asked me one time 'Why don't you just sit around and relax this weekend and do nothing?' But all I wanted to do was to go out and play with the car. Why? Because that's relaxing to me. And it's not like working on your everyday car, which has to be drivable, because you use it for work. If you're working on the old car, and don't finish it, then fine, you can go back to it later. It's like a challenge, too, because they're not things you see every day."

Like the oil that courses through the Buick's engine, the desire to work on cars seems to now flow through other, younger, veins of the Bylsma family. Working on old '38s has truly become a family affair. David's pixieish daughters, ages seven and five, also attempt to assist their father, while he works on his car. Their participation is both a boon and bane. "There was one time when I had to pull the car out to do some work on it. It wouldn't move because the rear end was locked up. That didn't make sense because I had just driven it the week be-

fore. I had put the rear tires on with just three bolts, because I knew I was going to take the tires back off. The girls decided to fill up any holes that they could find with longer bolts! This meant they screwed bolts into the wheels! So when the wheels turned, they hit the brake shoes and that locked up the rear end!"

Not every incident was a pre-adolescent practical joke. "My youngest daughter always wants to come out and help. I've got all my tools and wrenches on a piece of plywood and on boards above my workbench. She always thought it was the neatest thing to take these sockets down from the shelves and line them up on the workbench. Needless to say, they were never put back. But it gave her something to do, and as far as she was concerned, she was having a good time doing something with me. But my wife has warned me she'd better not grow up to be a tomboy!"



Lefty-loosey.



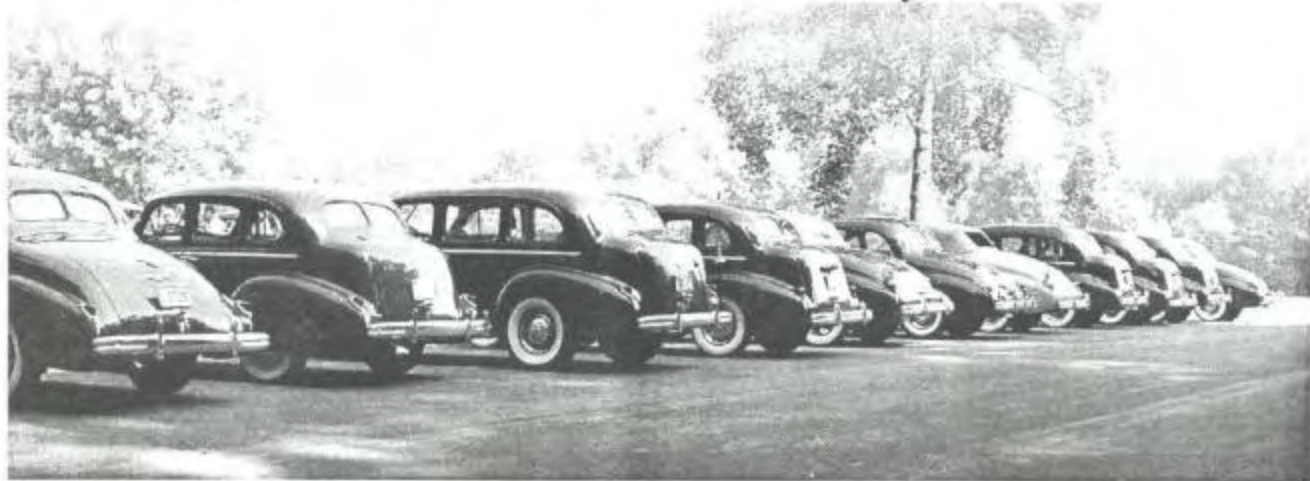
Righty-tighty.

'37-'38 BUICK EASTERN MEET

A Women's Point of View

By Sherry Bargar (#1496)

Photos by Danny Vincens (#1359)



Well, the '37-'38 Buick Eastern Meet in Dayton, Ohio, went off without a hitch. Even the weather cooperated, mostly. This year was a little different for my cohort, Arlue "Archie" Mitchell and me. My traveling buddy got married on Memorial Day to Mr. Bob Holliday. (A very nice man and I approve of him heartily.) However, now that she is Mrs. Holliday, this changes the traveling arrangements a bit. I decided to also take my friend, Melba Miller, along to share room expenses. Melba had a wonderful time and felt very welcomed by the group. They approved of her also and invited her to come back any time. I think they told Bob the same thing, so the vote not to blackball us must have been unanimous.

Unfortunately, Archie's '38 Buick decided to pick Tuesday not to run, so she and Bob had to drive his modern Buick. They thought they would surprise everyone when they showed up with a "Just Married" sign on the back. Everyone acted surprised, but the surprise was actually on the Hollidays. Pat King and I decided to give them a little party, complete with decorations and gag gifts and cards. When we all went to supper that evening, they found themselves the center of attention. Archie and Bob were really surprised and touched. Archie was a little shocked that so many

members of the group were able to lie so convincingly when they acted like they didn't know about the Holliday's good news.

Our first day of cruising took us through some beautiful Ohio countryside. It's surprising how you can live in a state almost all of your life and not realize there is some really beautiful country right in your own backyard. Our meandering took us to Fort Ancient, North America's largest prehistoric, Indian hilltop enclosure (to quote the brochures). It was an interesting display of Native American culture. Some of us even tried a little spear throwing, using an ancient Indian instrument, of which I have now forgotten the name. (We know who we were and how well we did, don't we Holly Vallekoop!?)

After lunch, we meandered some more and ended up at Waynesville, the "Antiques Capitol of the Mid-West." Waynesville is a quaint little town with lots of antiques for the antique lovers in the group. Of course, there were several of those, (antique lovers, I mean, not antiques). Our next stop was Caesar Creek State Park. The lake at Caesar Creek was built by the US Army Corps of Engineers and is used to reduce flood stages downstream of the dam. It is also used for recreation and as the water supply to the surrounding communities.

After cruising back to the motel, many found their way to area restaurants, while about seventeen of us went to Adventure Putt Putt Golf. Yes, Wednesday evening found us beating the raindrops to play our 4th annual '37-'38 Buick Tournament. This tradition started in Canada. We had a wonderful turnout, with several holes in one (Steve King (#776) wouldn't allow me to count three or four of them!) and many close scores. Frank Cwikla (#1111) was our top winner this year (congratulations, Frank!). Of course, the tradition of getting ice cream after the golf tournament was upheld. We stopped at Ritter's Frozen Custard, where we all had fat-free, carb-free, calorie-free ice cream.

After traveling for forty-five miles on our second day of touring we arrived at Jungle Jim's International Market. This is some supermarket! They even give guided tours. If you can't find what you're looking for there, it probably can't be found anywhere. Just about everyone bought some food item (not unusual for this group!). Our next stop was Pyramid Hill Sculpture Park. Several of us groaned when we heard where we were going, but we were pleasantly surprised. This is a lovely park of 265 acres of woodland, gardens and lakes. It is also an outdoor museum with many interesting sculptures. We had a wonderful tour guide with a great sense of humor, a top requirement with this bunch. We had a great catered lunch there and time to just enjoy the surroundings. It rained, but not enough to spoil things for us.

After the sculpture park, we traveled back to the motel, again, seeing some really lovely country. We lost a couple of our cars somewhere along the way. The Maiers had car trouble and dropped out. Two cars made a wrong turn, but they got back to the motel. Don't know where they went, but I bet they saw some beautiful scenery getting there. This is where Steve King would say, "Everyone should have a CB on a meet." And he's right.





You miss a lot of important stuff without one, but more importantly, you miss a lot of the fun stuff, too.

We returned to the motel after a grand total of 106 miles worth of traveling. After a little (not much, believe me) downtime, we all found somewhere to eat. A large group went to O'Charlies, where a margarita or two found their way to one or two of us, right Pat? After eating we headed back to the motel and the hospitality room. Brenda Vincens had brought along her beading supplies, and several of the women set to work making bracelets and earrings. Brianna Erzar, Carrie and Dave Wettersten's granddaughter, gave artistic advice. Brianna is fourteen now and it has been such fun having her come with her grandma and grandpa to the meets. Bless her heart she doesn't seem to get bored with the old folks, and we have enjoyed watching her grow up.

Friday morning, we awoke to rain and its continued threat for the day. Rain never dampens our spirits, just the inside windshields of those '37's and '38's. Our touring took us to Wright Patterson Air Force Base and Museum. This is such an interesting place, especially for the guys. After going through some major security, most of us were cleared to see the part of the museum that is located on the operational part of the base. Unfortunately, Bob and Doreen Ward (#114), from Canada, didn't get to make this part of the trip, as they didn't have their passports on them.

By now, it had begun to rain seriously, and we got totally soaked getting to the bus that took us to see the Presidential Planes that carried Eisenhower, FDR, Johnson, Nixon, Reagan, the first president Bush, and the plane that carried JFK's body home from Texas. This day was a national day of mourning due to President Reagan's death, so that made seeing a plane he flew in a poignant experience. There was an IMAX theater and many, many planes to see in the museum, as well as lots of interesting stuff from all the wars.

We had a nice lunch in the cafeteria and then, after we got back to the motel, we had a little time to rest before getting ready for our banquet. The banquet was held at Alex's, just a street over from the motel. Really good food and a room all to ourselves. We find they do this for

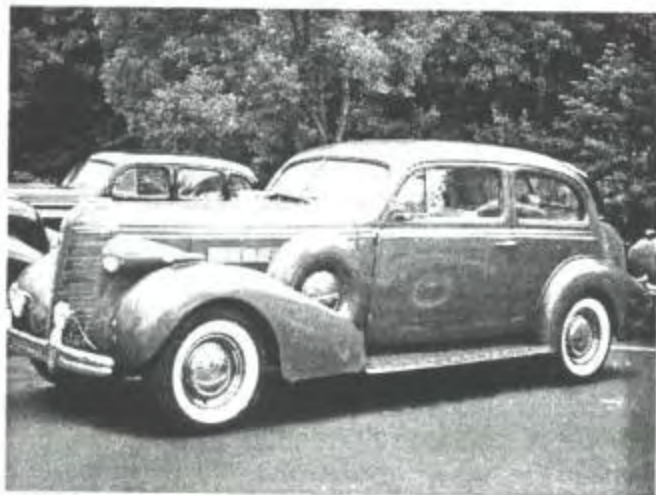
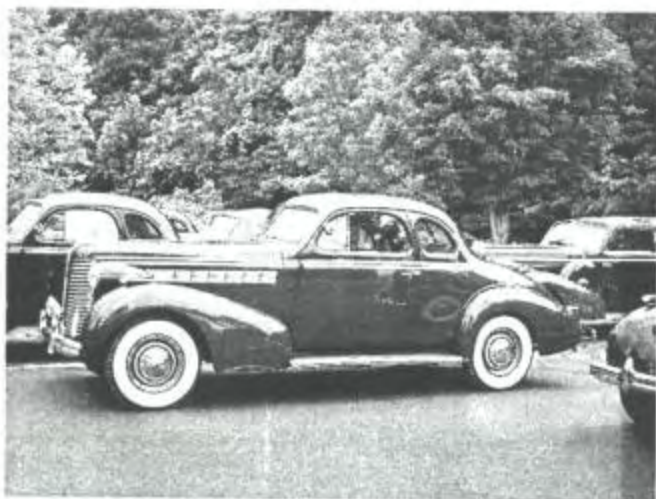
us at most places. One look, and they can see this is a rowdy group.

Of course, after supper we had our usual entertainment. Last year's winner, Mary Olson, presented the Putt Putt Golf trophy to Frank Cwikla. Bill Olson (#427) told his stories about his cars. Karl Anderson (#47) told his Tick Tock joke (it's a tradition). By the way, we were all so happy to see Karl and Dorothy there this year. Dorothy has been battling cancer this past year and missed last year's meet. We are keeping them in our prayers.

Steve King got up and made a speech or two—he's good at that. He also let Carl Lohstroh (#1098), one of the organizers of the meet, make a short speech. We even got Emma Pfleger to get up and sing her "Department Store" song. Her son Jim is getting so he doesn't turn as many shades of red when she performs!

We had a new act this year. The Straight Eights performed their version of "Night and Day." Pat King had a wonderful solo, while Sherry Bargar and Phyllis Rhynard tried to hold her down. That ain't easy!

All and all, it was another great time, with great people, doing great things while driving '37-'38 Buicks. Thanks to Carl and Joyce Lohstroh for working so hard to put the meet together. It is a lot of hard work to pull one of these things off and they did it very well. Also, I would like to say we missed John Ream who had heart surgery just the week before. We have him in our prayers as well. Bob and Doreen Ward volunteered to put the meet on in 2005 in Canada. See y' all next year! Until then be safe, and happy cruisin'! 🍷



Miss Daisy Reunited on Route 66

By Danny Vincens (#1359)

After reading the article about John Young (#1579) on the history of his 1938 Buick in the March/April 2004 issue, I was prompted to research the history of my 1937 Buick, Model 41, which I call "Miss Daisy." I was fortunate to have some of the original paperwork and I knew the name of the original purchaser, Edward B. Fay, and the location of the purchase: Westside Buick, St. Louis, Missouri. I also have a "For Sale" flyer giving the names of the first three owners.

I searched online using People Search, but could not find any information on Edward Fay. However, I did find a phone number for the third owner, Lou Small, of Washington Island, Wisconsin. I called Lou and told him I was trying to find information on Edward Fay. Unfortunately, Lou couldn't tell me much at the time, but promised to find out more if he could. In the meantime, I found there was an archivist on Washington Island by the name of Barbara Ellefson, and I contacted her regarding Mr. Fay. Barbara told me Mr. Fay was born in 1869 and died in 1967, age ninety-eight. He was a civil engineer. In 1929, he designed the Chain of Rocks Bridge in St. Louis, Missouri that runs on Route 66 over the Mississippi River. Mr. Fay had one son, Clifford, who died last February 2004, at the age of 100. Mr. Fay had two grandchildren still living. Ms. Ellefson gave me their names and addresses.

I took photos of "Miss Daisy," copied what information I had on Mr. Fay and attached them to a letter to the grandchildren—Ted



Fay of Colorado and Barbara Ellis of California—asking for information about their grandfather.

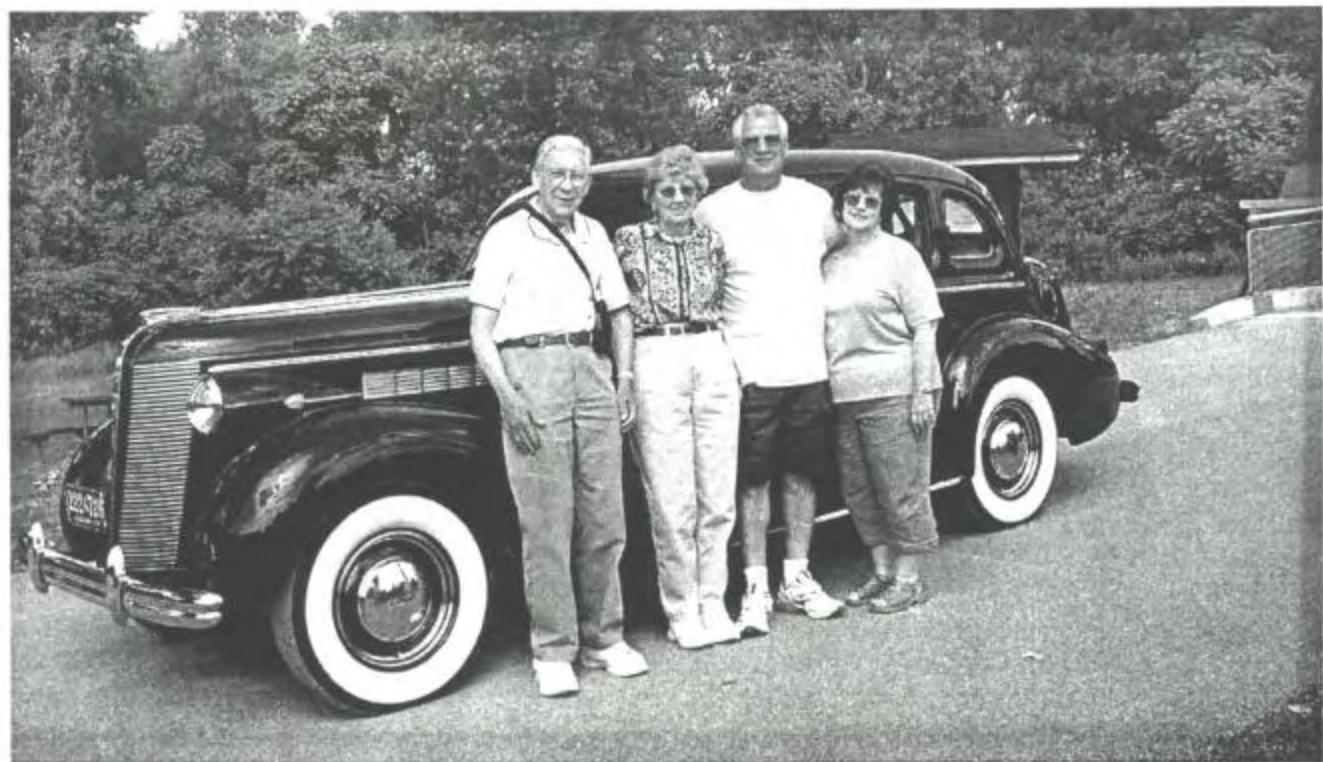
About a week later Ted called me on the phone: he had received his packet and was pleased to find his grandpa's car was still around and had not been scrapped. He told me he and his sister would be traveling to St. Louis on June 5 for the seventy-fifth anniversary celebration of the Chain of Rocks Bridge. It seems the old bridge was re-

tired in 1969 and later dedicated as a foot-and-bike bridge in 1999 by the Trailnet Organization. However, once a year the bridge is opened to the Illinois Route 66 Car Club to allow vehicles to drive across it to commemorate the bridge's history. This year would be special because of the seventy-fifth anniversary of the bridge's opening.

It was then the wheels started turning in my head. I offered to give the grandchildren a ride in their grandfather's car across their grandfather's bridge. I could tell by the excitement in Ted's voice that he was more than ready. I then contacted Ollie Schwallenstecker of the Illinois Route 66 Car Club and told them my story. I was offered a place of honor leading the club across the bridge behind the wheel of Edward Fay's 1937 Buick.

Two weeks later, on June 4, my wife Brenda and I arrived in St. Louis. When I contacted Ted, he informed me that he and his sister had visited the bridge the day before. I arranged to meet them there behind "Daisy's" wheel. They were very





*Original owner Edward Fay's grandchildren, Ted Fay and Barbara Ellis
with Danny and Brenda Vincens.*



Original owner Edward Fay's grandchildren, Barbara Ellis and Ted Fay.

excited on how good their grandpa's car looked; they acted like two kids. I told them my daughter named the car "Daisy" when we bought it six years ago. They started to laugh. When I asked them why, they replied that their grandmother's name was Daisy. I was



shocked. I said I hoped they were not offended. They responded that they thought it was kind of nice. Ted, now seventy-three, told me he drove the Buick as a teenager, but his grandmother grounded him because he once drove over thirty-five miles-per-hour. Barbara, now sixty-nine, told me she had a flashback when she sat in the backseat for the first time in so many years—she suddenly remembered being ten years old and looking over the front seat at the dashboard. They spent an hour or so reminiscing about grandpa and the Buick, and how in his later years the roads of Washington Island would clear when Edward Fay was driving the Buick with his failing eyesight. Barbara, Ted and I agreed to a meeting time the next day for our ride across the bridge and then said good night.

The next morning I pulled into the bridge's parking lot early, but found about twenty-five cars in line ahead of me. Luckily, I was spotted by a member of the car club who waved me to the head of the line. We were positioned behind the mayor of Madison County, Illinois, and a 1951 Ford state police

car. A reporter from the *St. Louis Suburban Journal* interviewed my wife Brenda, Ted Fay, Barbara Ellis and myself. Everyone was amazed how everything seemed to fall into place for our group considering that we all lived so far apart yet

we managed to be brought together on a bridge on Route 66. Then came time for our ride. We all climbed aboard and slowly drove across Chain of Rocks Bridge, trying to savor every minute of this special time. Like all good things, it ended much too soon. We crossed the bridge again and stopped in the parking lot, talking excitedly and taking pictures, not wanting to part company, while realizing we all had many more questions we couldn't recall right then. We promised to send copies of our pictures to each other and sadly said goodbye.

When we think of our old cars, we often try to imagine the stories they could tell if they could talk. Well, I have had the pleasure to own one special car that definitely has a story or two. I will treasure my drive across Chain of Rocks Bridge for many years to come and promise that its history will always be passed along wherever Miss Daisy drives. A special thanks to Ted Fay, Barbara Ellis, Ollie Schwallenstecker, and all those who helped, for making memories that will last forever. ☐

CHRONOLOGICAL ORDER OF OWNERSHIP

Original Owner: Edward B. Fay
Owned Buick from 1937-1967
St. Louis, MO & Washington Island, WI

2nd Owner: William Smith
Owned Buick from 1967-1984
Washington Island, WI

3rd Owner: Lou Small Jr.
Owned Buick from 1984-1991
Washington Island, WI

4th Owner: Sam Pillizzi
Owned Buick from 1991-1998
Kenosha, WI

5th Owner: Danny Vincens
Owned Buick from 1998-Present
Chalmette, LA

THE STORY OF BUICK & CHEVROLET IN WWII WARSAW, POLAND

by Albert Mroz



During the brief period between World Wars I and II, Poland enjoyed a renaissance of free enterprise and democracy. The firm of Lilpop, Rau and Loewenstein, builder of railway cars, signed a contract with General Motors in 1936 to as-

semble vehicles in Warsaw: "Buick 40, Buick 90 Seven-Passenger and Limousine, Chevrolet Master Sedan, Master Touring Sedan, Master De Luxe Touring, Imperial Limousine, Chevrolet 1-ton to 4-ton truck chassis/cabs and bus chassis, Opel Olympia and Kadett, and G.M.C. 5 to 6-ton chassis/cabs," according to the *Auto Technica Motor* magazine of 1937. (Opel, incidentally, had been acquired by GM in 1929.)

Soon, long-wheelbase GMC trucks were rolling off the as-

sembly line at Lilpop's factory. The photograph above shows five of the Buick 90s lined up in front of the Ministry of the Military in Warsaw. Lilpop donated ten of these limos to the Ministry as part of the Fund for National Defense. These seven-

passenger models all featured jump seats between the front and rear seats, and some had roll-down dividing windows.

Perhaps the company donated these very expensive cars—costing 198,000 zloty, while a small FIAT 500 assembled in Poland cost just 4,000 zloty—in anticipation of what was to come from the Nazis. After World War II began, one of these Buicks was again seen in Budapest, according to military historian Adam Jonca. No doubt the car had fallen into enemy hands.



Lilpop's contract with GM to assemble Buicks and Chevrolets in Warsaw stipulated that certain components manufactured in Poland would be used. These included tires, as well as batteries, upholstery, paintwork, and such items as brake fluid, oil and grease, and small hardware items. Since these Buicks were built in Europe, they were given metric specs.

The engine for the Buick 90 was rated at 103 Kw at 3,600 RPM for the 5248 ccm motor, which had a 6.35:1 compression ratio. The wheelbase was given as 3505 mm. Front track was listed at 1514 mm; rear track at 1587 mm. Weight was 2,200 kg. Top speed was 145 kph and mileage was quoted at 22 liters per 100 kilometers.


By 1939, both Chevrolet and Buick had gained great popularity, especially around Warsaw. My Aunt Maria's family bought a 1937 Chevrolet, one of the first available off the assembly-line. During the Warsaw Uprising of August 1944 (the last surge of Polish resistance to the country's occupation by the Nazis) the car was destroyed.

An article in the *Polish Touring Magazine* extolled the 1939 Poznan Auto Exhibit as not only one of the best ever shown in Poland, but the best anywhere in Europe. (The Paris Salon had thirty-four different marques (brand names) that year, while the Berlin Show represented only seventeen.) With thirty-three exhibitors at Poznan,

success was the order of the day. Buick and Chevrolet were on display along with other imports such as Horch, Mercedes, and Auto Union. The most excitement surrounded the GM display, and the Polish Touring Magazine announced plans for a Lilpop engine factory in Lublin.

The *Touring* story ends with a spark of racing news reminding readers of the 1939 Tripoli Auto Race, in which local driver Mazurek won first place in a Chevy. Others cars seen at the last show before the invasion included a D.K.W. Citroen, Wanderer, and a Hesselman-powered Volvo.

After the Nazi invasion of Poland in September 1939, most factories were unable to continue in operation. Lilpop's factories were shut down. In the Warsaw Uprising of August 1944, approximately 200 vehicles were captured by the Armja Krajowa (Home Army). These included heavy tanks as well as passenger cars and trucks assembled at Lilpop. One of the trucks was transformed into an armored vehicle and used in battle against the Germans.

For all their perseverance and bravery, though, the Resistance was ultimately overpowered. Hitler ordered that Warsaw be "razed without a trace." And so over 225,000 remaining civilian residents perished as virtually every building in the city was destroyed. Very few of the cars and trucks built by Lilpop, Rau and Lowenstein survived. 

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Over Heating? The Reasons.

By Torque Tube Staff

Legend has it everybody loves a parade. But for classic car collectors, who have no choice but to cruise down a street at a safe twenty MPH, a parade can provide as much entertainment as fighting off a high fever. Your Buick, if not properly radiated, will not only put the brakes on a small-town procession, it can also cause damage to the engine. It's damage that will not only turn you into the local fool, but also will vaporize money from your pocketbook.

First and foremost keep your radiator clean. Have it flow tested to see if enough water will pass through the core. Many radiator shops can provide this service for you. These shops use a rod that, pushed through the radiator core, will literally clean out any easily-cleaned deposits through the radiator passages.

If the radiator isn't the problem, check your water pump. The water pump pushes water through both radiator and engine block. Check to see whether the water pump is leaking water through its seals. If there is leakage, replace the pump. If you are purchasing a new pump, make sure the distance between the impeller (the mechanism in the pump that pushes the water into the engine) and the pump housing is at factory clearance. The clearance will determine how much water the pump will circulate. Cooling systems should be drained and flushed about once every one or two years, depend-

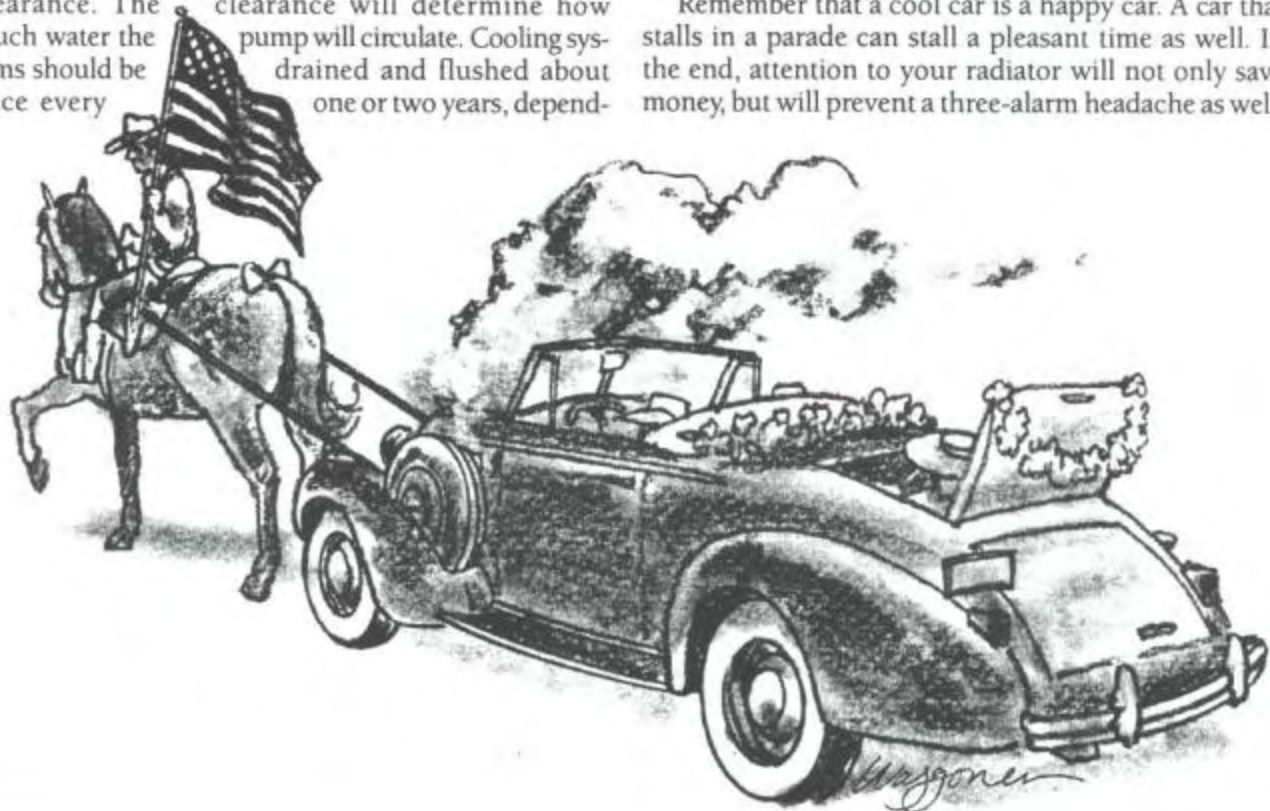
Technical TIPS



ing on which metal is in your engine. Use "permanent" antifreeze. Permanent antifreeze is ethylene, a glycol formula for all season use.

If the above methods do not put the problem on ice, the Buick's engine block and cylinder heads may require cleaning, a rather costly process. Metals such as iron, steel, copper, brass, and aluminum flow through the water and enter the engine. These metals can cause a build-up of hard material on the back of the cylinders and combustion chambers. For every .10 inch of build up, the engine temperature is raised by 10 degrees. Removal of this deposit should be done professionally. First, remove the engine from your car and detach the freeze plugs and oil plugs. Bring the engine to your favorite radiator shop. There, the technician will dip the radiator into a tank filled with hot caustic liquid, and then put it through an electrolytic process. The engine is removed, washed at a very high pressure, and then placed back into the tank. The whole process reverses galvanic corrosion (the buildup of material on the cylinders and combustion chambers). The best time to bring the engine to your mechanic is when the engine is being rebuilt.

Remember that a cool car is a happy car. A car that stalls in a parade can stall a pleasant time as well. In the end, attention to your radiator will not only save money, but will prevent a three-alarm headache as well.





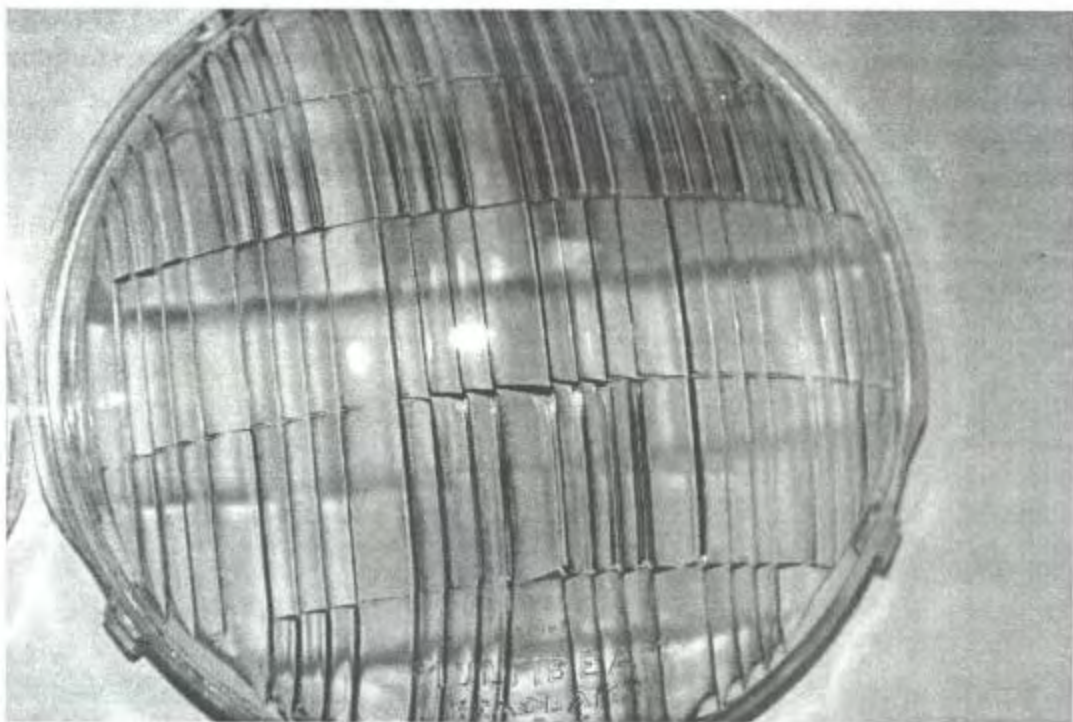
Technical TIPS

Headlamp Lenses

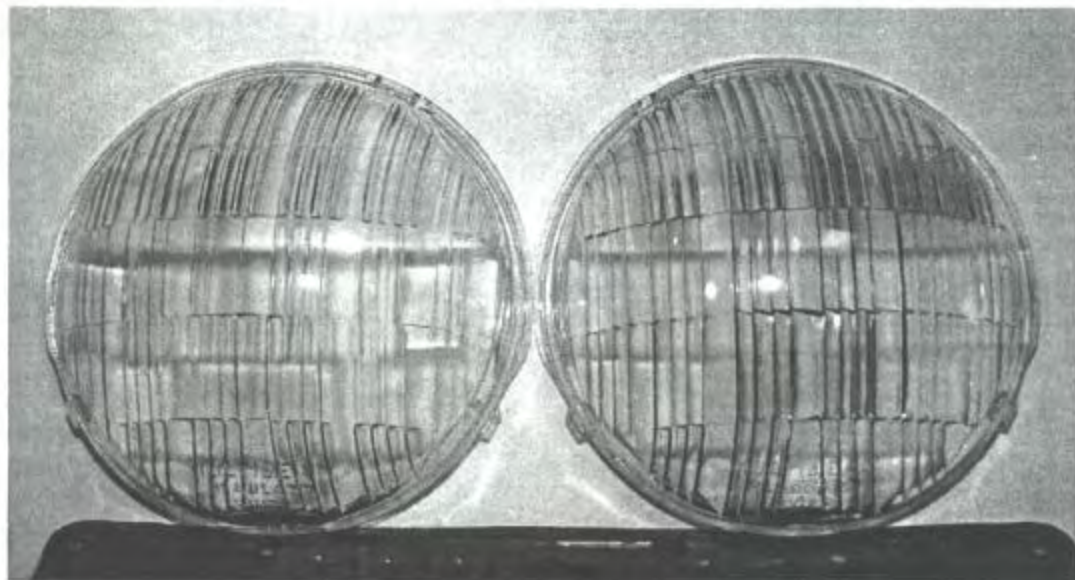
By Paul DeLucchi (#1246)
Photos by Mark Jordan (#1297)



Lenex was a company that produced replacement headlamp and other automotive lenses for all makes and models of cars. The lenses above are identical to each other.

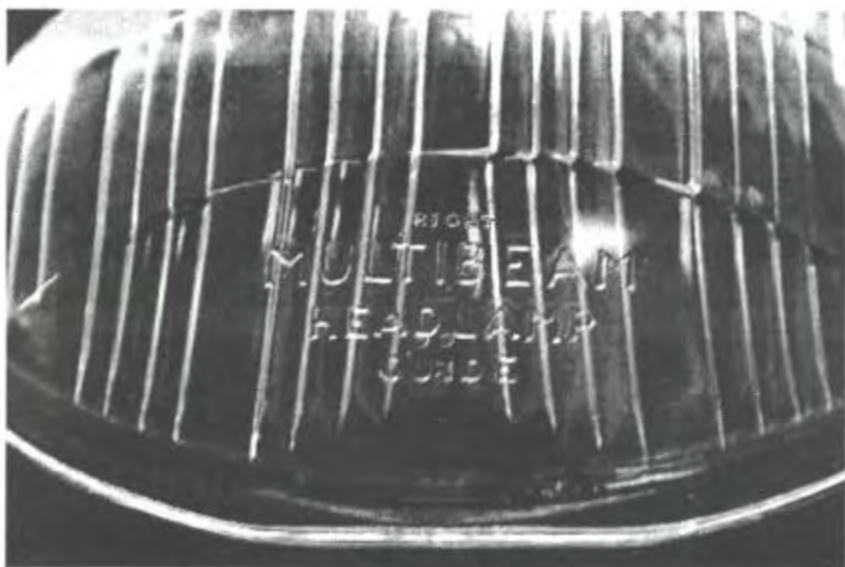


Much of the lighting for our Buicks was of the Guide brand; these MultiBeams are Guide products. They are asymmetrical, marked "LEFT" and "RIGHT", and have sharper-cut inside facets than the Lenex lenses.



Eric at Vintage Auto Parts (Phone #: 800-426-5911; www.vapinc.com) says the MultiBeam headlights they offer "are new old stock and correct for your car." According to their chart, '37 and '38 Buicks take the same lenses:

Buick		Left	Right	
1936 All	Multibeam	918805	918806	\$ 158.60
1936 All	(Replacement type) Multibeam	918805	918806	\$ 45.00
1937 All	Multibeam	920491	920492	\$ 98.50
1938 All	Multibeam	920491	920492	\$ 98.50
1939 All	Multibeam	923427	923428	\$ 91.60



Both above-pictured sets are available for purchase: the Lenex pair at \$120; the Guide MultiBeams at \$190; shipping is extra. Email pauldelucchi@earthlink.net.

Paul's 38-41 sedan has a sealed-beam conversion as offered by Buick and other GM dealerships in the early '50s. The standard 6-volt units are available at any auto parts store and throw a good light, but don't look near as good in the daytime as the original very-convex lens design.



Technical TIPS

Installing New Running Board Moldings

Photos and story by Mark Jordan (#1297)

After putting new rubber on my running boards, I needed to install new running board moldings. I purchased my moldings from Restoration Services (P.O. Box 4422, Perry MI, 48872) and they were absolutely beautiful. Restoration Services does a fantastic job of fabricating the moldings. Since I went through the process of installing them, I thought it would be nice to explain a few things and provide some nice clear photographs for your future reference.

First note that there is not a right or left side; however, there is a front and a back. The sharper curve is at the back end of the running board and the more flowing curve is toward the front.

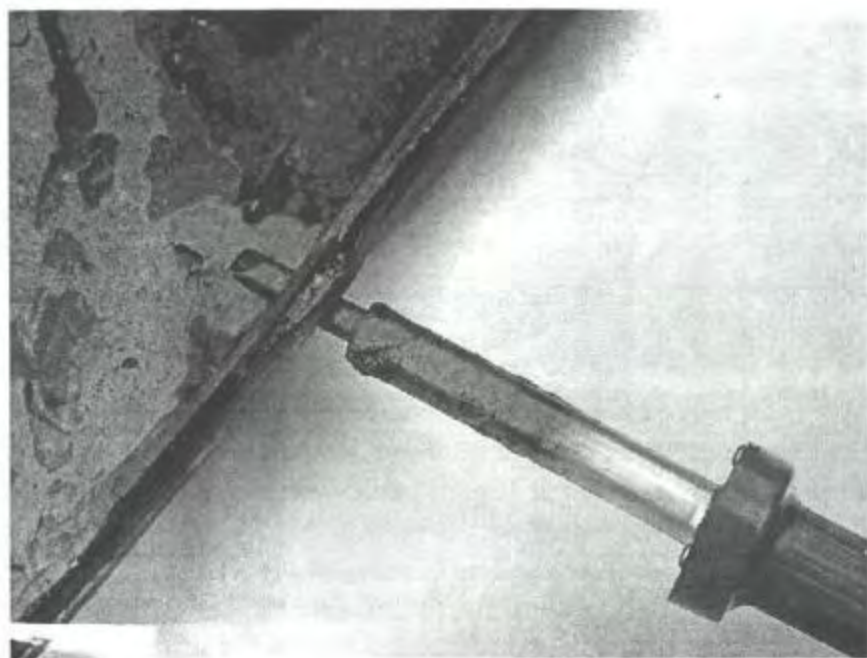
Back



Front



First you must make sure that you have 9 hole openings along the running board for all series (except for the 90 series which has 10 holes). When I looked at the bottom of the running board from underneath, I could see the holes but the new rubber was covering the holes. I found the best way to make a hole through the rubber was with a hot soldering iron that would melt through it, without making any splits in the rubber that could spread.



Once all the holes are made through the rubber, I placed the molding against the running board in the exact position that I wanted it. With a sharpie pen, I marked the areas on the molding through the running board holes, so I knew where to place the molding clips.



Next, I placed the clips in the molding. There are two ways that they can go in. If the clip is laying horizontally, it fits in easy, but it is the wrong way, because it will not hold and the molding will pop off. The vertical position is correct, although it takes a strong finger to get the spring into place. Unfortunately for me, it was my first time doing this and I broke a few molding clips. If this happens to you, you can buy new ones from Pacific Suppliers in Sun Valley, California (Phone #: 818-504-1500: ask for Dana). They buy them from a wholesaler called Au-ve-co Products (Part # 2744).

wrong

right



After placing the clips in, you can now attach the molding to the running board. The clips come with bolts, but I suggest you go to the hardware store and buy a stainless steel locking nut and a washer. With these you can be sure they won't rust to the running board, or fall off.

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 1 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

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E-mail: buickbonery@webtv.net

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Starter (734Z) with solenoid	\$35
Generator (918G) Needs rebuild	\$35
Shocks (pair/front) VG	\$125
Shocks (pair/rear) VG	\$125
Trunk emblem (complete)	\$25
Distributor (663Y)	\$25
Oil pump	\$25
Battery cover	\$15
Front spindles (pair/exc)	\$100
Grill (left/NOSR) REPRO (in original box)	\$100
Regulator (tested and painted) EXC	\$50
Taillight lenses and bezels (pair)	\$35
Ashtray (front)	\$10
Ashtray (rear) complete VG	\$25
Water pump (good core)	\$20
Sunvisor Chrome bracket (left) VG	\$20
Defroster/heater motors 6v (new/repro) (2)	\$15 each/\$25 pair
Heater/defroster switch (taupe) after market	\$10
Engine Splash pans (pair) VG	\$50
1937 Shop manual VG	\$35
1937 Radio manual (repro)	\$5
1937 Paint Chip sets (Dupont, Sherman Williams) VG plus xerox copies of Acme, Murphy and RM	\$35/bo
Taillight lenses (pair)	\$25
Trunk emblem glass "BUICK" (red) VG	\$15
Trunk emblem glass license plate lense (clear)	\$10
Interior Door handle set (includes 4 door handles, 4 large window cranks and 2 wing win- dow cranks) G	\$10 each or \$75 for set of 10
New 50 cp bulbs (headlights) pair	\$15
New 50 cp bulbs (driving lights) pair	\$15
32 cp headlight bulbs	\$5 each
32 cp driving lights bulbs	\$5 each

Having sold my 37 Special, I have many parts that are not listed. Call maybe I can help you out.
Jerry Root, 71 South Pollard Drive, Fulton, New York 13069,
Phone 315 598-2319, or email at buickboy@twcny.rr.com

• **PARTING 37/38 BUICKS**

Just a small portion of what's available, please call or write for more information.

• **1937 PARTS**

37 Auxillary speaker	\$75.00
37 Master heater	\$75.00
37 Coupe & Conv. front seat	\$200.00
37 Rims-Specials & Roadmasters	\$75.00ea.
37 Tail lights	\$100.00 pair
37 SS carb. No choke parts	\$75.00

• **1938 PARTS**

'38 Owners manual, very nice	\$35.00
NOS Starter solenoid	\$100.00
Large series timing chain cover, new style/replacement seals	\$50.00
Large series water pumps	\$65.00
38 Roadmaster rear end-low mileage	\$300.00
38 Tail lights	\$125.00 pair
38 Century side mounts complete	\$3,000.00
38 Defroster ducts	\$25 pair
38 Large series carb. complete	\$250.00

• **1937 & 1938 PARTS**

Headlight lenses	\$125.00 pair
Roadmaster & limited rear motor mounts, new steel rubber	\$75.00 pair
Front fender lights	\$100.00 pair
Special running boards	\$200.00 pair
Century running boards	\$300.00 pair
Large series transmissions	\$300.00
Radios	\$200.00
Headlight switches	\$25.00
Starters & generators	\$75.00 & \$100.00
Vent windows	\$50.00 ea.
Small series air cleaners	\$75.00

• **1941 PARTS**

Small series dual-carb manifold with carbs. No cracks & working heat risers	\$350.00
---	----------

Dave Tacheny (#997)

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1937 grille shell in very good condition	\$500
1937 Grille set, needs re-chroming	\$200
1938 Grille shell in very good condition	\$500
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1938 Grille, left half, good condition	\$150
1938 Special hood, vg cond.	\$100
1938 Special hood side panels, vg cond.	\$100 set
1938 Deck lid, good cond.	\$100
1937-38 Doors, many, what do you need?	\$100 ea.
1937-38 Bumpers vg. Cond.	\$100 ea.
Misc. Heads for both series engines.	\$95
Small series engines,	\$100-\$300.

Lots of '37-'38 parts. All prices plus S and H. Call for your needs.

Lloyd Ikerd (#1612)

949-640-8200

elzfargo@msn.com

• **1938 PARTS**

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition, needs to be refinished.

Rick Yost (#1704)

805-374-9093

REDNYLD@AOL.COM

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1938 Special sidemounts. Complete set: Fenders, covers, mounting hardware and locks. Very nice with no rust.....\$2,500. firm.

Can be used also with 1938 Century

(See "Tech Tips" in Torque Tube, Mar/Apr 2001 & Sept/Oct 1998.)

Complete set. Located in north-central Pennsylvania. Photographs available upon serious request.

Ron Vellekoop (#926)

701 Raleigh Road SE

Palm Bay, FL 32909

Phone: (321) 733-9449

E-Mail: vellekoop@bellsouth.net

• **1938 PARTS**

1938 California License Plate Set — see at www.prewarbuick.com/id647.htm.

Just \$25 postpaid. Number cleared by DMV

Paul DeLucchi (#1246)

415-397-9576

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1936-40 (B-AC-4) A/C Air Cleaner Oil Wetted-B&W \$3.00

1936-42 (B-AC-5) A/C Air Cleaner Oil Wetted-Red & Black \$3.00

1936-48 (B-AC-6) A/C Air Cleaner Oil Wetted-Red & Blue \$3.00

1936-37 (B-VC-2) Valve Cover Decal-Red \$5.00

1938 (B-VC-3) Valve Cover Decal \$5.00

1937-42 (B-OF-3) A/C Oil Filter-Silver \$3.00

1936-56 (B-GB-1) Glove Box Key Instructions \$1.00

1937 (B-GB-3) Glove Box Tire Pressure \$1.50

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1936-42 (B-GB-14) Interior Care Booklet \$3.50

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1936-38 (B-GB-18) Tire Warranty Card \$2.00

1926-49 (B-5) Buick Anti-Freeze Tag-Red \$2.00

1936-58 (B-6) G.M. Anti-Freeze Tag-Tan \$3.00

1936-65 (B-19) Buick Lube Stickers \$.50

Del Carpenter (#620)

6150 Baldwin St., Hudsonville, MI 49426 Phone #: 616-875-8952

Parts WANTED

WANTED:

1937 Buick Roadmaster series 80: need NOS or reproduction front suspension and steering parts or information on where I can buy them for the 80 series.

Jack Maples (#1019)

402-792-2548

13000 South 68th St, Roca, NE 68430

WANTED:

1938 Century radiator and the stainless strips for the sides of the '38 Century hood

Malcom Fischer (#1746)

403-742-1663 sandguys@telus.net

WANTED:

1937 Century Convertible Coupe (series 66C):

- Sunvisors - mount to front header of convertible top
- Stainless moldings for running boards
- Stainless moldings for sidemount tread covers
- Correct inside rearview mirror
- "Split-type" rear window frame (in convertible top)
- Rear extension piece for rumble seat gutter — left side

Also: Digital photographs or similar images showing:

- Correct upholstery pattern for leather front seat
- Correct upholstery pattern for rumble seat
- All aspects of interior behind front seat, including rumble seat area
- Front floor area surrounding pedals

Jon Kanas (#1732) 303-225-7437 kanas@qadas.com

WANTED:

1937 Original radio for a model 41

Tim Henderson (#1766) 352-527-6670

WANTED:

1937 Grille in good condition

Phil Hicks (#1799) 707-994-9650

WANTED:

- 1 Trunk Deck Emblem
- 1 steel brace that goes under the rear fender to hold on the taillight
- 2 long bolts for headlamp bucket adjustment
- 2 brackets that hold the bolt (pictures attached)
- Exhaust system original hangers

Fred Muscavitch (#1560) 920-490-3735

WANTED:

- Jack with handle for a 1938 Buick Series 40.

Robert Lopez (#1769)

13 Breakneck Hill Rd.

Lincoln, RI 02865-3926

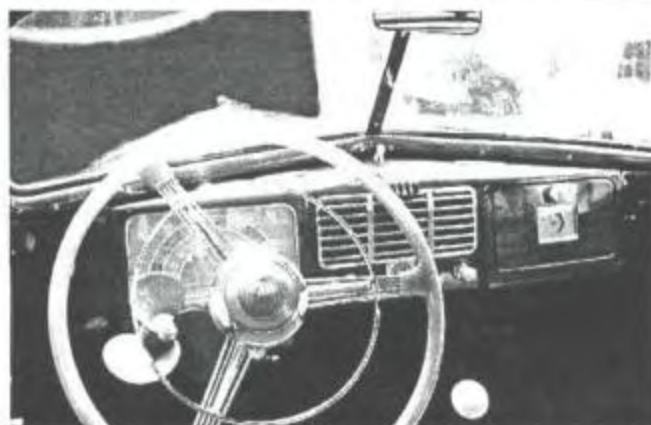
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1937 FOR SALE:

1937 100% original with 25,800 miles. It is showroom new and has a 1996 National first prize winning badge. The car is located in Melrose, Florida (26 miles from Gainesville).

We will deliver within 100 miles at no charge. Any further distance will be at the buyers expense.

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1937 Century 37-61 4-Door Black Sedan. Rare Original 103 K miles, 15 year California owner, runs great.

320 straight-8, original nice interior, new W.W.W. tires & original spare; rebuilt starter & solenoid, rebuilt water pump & fuel (electric).

Rebuilt Stromberg carburetor, new battery 6-volt, new master cylinder, new wires, plugs, rotor, condenser, new hoses (lock roll clamps), nice harness, 4 new hubcaps. No leaks, no burn, manuals galore. California Black/Yellow plates, foggs + many extras. NOS in trunk. Car Located in Northern California.



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E-mail: my37buick@aol.com

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1937 CENTURY FOR SALE:

1937 Century M-60C, 4 dr conv.

Black with tan interior.

Needs front seat redone. Overall body very good—needs attention in truck area. Top, dash, wheels, front glass and other things redone. Engine runs great, does smoke a little.

\$15,000 firm. Florida car.

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buickbill@msn.com

727-535-5478



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2 - 1938 Buick Century Coupes. California cars. Both need restoration. **\$3,500 and \$5,000.**

Lloyd Ikerd (#1612) 949-640-8200 elzfargo@msn.com

1937 CENTURY FOR SALE:

1937 Buick Century Model 61

Always garaged,

original paint,

engine purrs like a kitten.

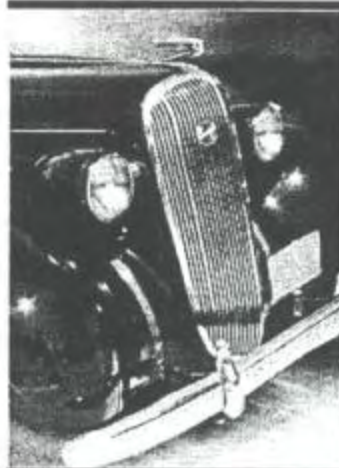
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Moving west and we need the funds for tansition.

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Right and Ready

This book is the complete story of the breakthrough model year that put Buick firmly back into the marketplace as a major player and set the stage for all the other dynamic Buicks that would follow it up to WW II.

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Indepth and exact, follow the new '36 Buick as it comes to market in an America shaking off the shackles of the Depression and read about how its popularity continued to increase as the model year progressed. Included are over 50 '36 Buick ads, details on the hot new Century, the Buick built for a King, opening of GM's South Gate assembly facility, Buick and Hollywood, highways of '36, complete specs and much, much more.

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Michael Sesera, SR. (#1801)
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Don Boyd (#1808)
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1938 BUICK SPECIALS **COMING 2004** 1938 BUICK SPECIAL CONV. SEDAN

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VL-1 1938 BUICK SPECIAL SEDAN

ALSO: VL-2 1938 BUICK SPECIAL BUSINESS COUPE/BEIGE or GREEN



1/43RD
SCALE



IN MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

ALSO: VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP

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each

CATALOG
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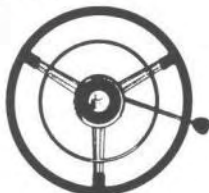
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